

A DARLING OF DESTINY

A PEN PICTURE OF THE PEERLESS PRINCESS.

A Coming City in the Chain of Commercial Centers of the Continent.

Her Public and Private Institutions—Her Great Industries, Big Manufactories, Growing Jobbing Establishments and Immense Packing Plants.

A Concise Statement, in Brief, of All the Particular and Prominent Features of the Metropolis of Kansas Compiled by Careful, Reliable and Conservative Hands for the Sole Purpose of Conveying Exact and Truthful Information.

From "Home in Kansas," Wichita occupies a most eligible position for making one of the leading commercial, manufacturing and industrial cities of the west. It is 225 miles from Kansas City, 400 miles from Omaha, 500 miles from Denver and 300 miles from Dallas, Tex., leaving her with a territory, as fertile as any in America, of 700 by 800 miles, with almost all the great crops which that territory. The territory named above has only begun to develop. The possibilities of the future can not be estimated.

The opening of Oklahoma has given a wonderful impetus to the city in all lines of jobbing and wholesale business. So will the opening of the Cherokee strip which is only a question of short time, locate a small empire of people to be cared for by some distributing point, and that point will be Wichita.

The establishment of a deep water harbor at Galveston will put this city on the main thoroughfare of the world, and the products of Kansas, Nebraska, the Dakotas and the territory immediately east and west.

Wichita is today in location to the territory south and west of what Kansas City was for so many years to Kansas—the gateway through which everything going to build up a vast country must necessarily pass.

It must be borne in mind that the country surrounding this city is pre-eminently agricultural and stock country, and that the states lying west of Kansas are the exact opposites, an exclusively mining country, showing that our interests are mutual in every respect. In fact, Kansas needs this adjoining territory to take care of her surplus agricultural, horticultural, animal and dairy products.

When it is considered that only about one-fourth of the land in Kansas has been settled, one can readily see what an empire of people and volume of business will have to be taken care of when this state is as thickly settled as Indiana, Ohio or Illinois. No other city in the world that condition of affairs will exist. This year will bring it, it is estimated, 500,000 people to Kansas.

Wichita is surrounded by an unusual number of bright, active towns and cities with population ranging from 1,000 to 10,000 people, who draw their supplies largely from Wichita's wholesale and jobbing houses, and as all departments of wholesale business are better supplied at this point, this trade will be greatly increased.

With the numerous railroads running to and from this point our business men are enabled to get satisfactory freight rates to any point within the country. Business men who desire to change their locations are especially requested to carefully investigate the facilities which Wichita offers, not only in the present, but from the point of a desirable home in which to live and rear a family.

Real estate is low, and a careful comparison of the facts of the city will show that any one that there never was a time in the history of this city that offered so great promise to judicious investment as the present. A city of 100,000 people, with a population of 40,000 people from 1870 to 1880, with all of the conveniences and advantages of a city, may be temporarily checked in its growth, but that temporary check will only give it strength and momentum to double its population and wealth in the future. That this doubling period will be reached in 1890 is only too apparent by an observation of the volume and activity in business since January 1, 1890.

Wichita invites the most careful investigation into her claims to be one of the leading cities of the west. That Kansas City, Missouri, has been the center of growth to no one will deny, and that she will continue to grow is not at all doubted; and the same conditions that made Kansas City a large city in the past, will continue to make it so in the future, as cities grow more rapidly in this than in the last decade. Recent investigations developed the fact that the city of 12,000 people, who have been slaughtered in Kansas City last year came from the state of Kansas. But since the establishing of packing houses at this point a large number of the stock and meat packing centers of the southwest, and the successful operation of the packing plants of the "Big Packing Company" and Francis Whitaker & Son, have forever settled this question, and Wichita stands today without fear of a possible rival in this line of industries.

The question that has been settled, the industries that have been located and the enterprises that have been established the past year, have done more to place this city on a basis of solid, substantial and permanent growth than all the events in all the city's previous history.

Wichita is one of the most healthy locations to be found anywhere. The death rate is lower than that of any other city of equal size in the United States, namely, five to the thousand.

The cost of living is reduced to the minimum. The soil surrounding the city is very productive and consequently our mar-

kets are always full of the choicest of fruits and vegetables at reasonable prices for long seasons.

Coal is supplied to the city from nearly every mine in the United States, both bituminous and anthracite, and at a rate which has been the means of fostering manufacturing enterprises of nearly every description as well as to furnish our citizens with a quality and as great a variety of fuel as can be secured.

A new county court house, costing \$250,000, a new Kansas custom house and new office, costing \$200,000, a new city building, costing \$100,000, and a new city hall, costing \$100,000, are now in progress of construction.

Nearly every denomination is represented in this city, there being over thirty in number. The majority of a city is knicker, and the majority of churches are of the Protestant faith. The Sunday schools connected with the churches are probably larger than those of any other city in the state.

The Lewis and Clark, under the auspices of the German Reformed church, is in successful operation with one hundred and twenty-five students in attendance, and occupies one of the finest locations in the city.

The city is well lighted, and the number of students this year, 1890, is three hundred and twenty-five.

There is the Benevolent Home, the Orphan's Home, the Open Door Home, and other societies which meet the wants in the city. The city is well lighted, and the number of students this year, 1890, is three hundred and twenty-five.

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eight men and sixteen horses, stationed as follows:

No. 1, between First and Second streets on Market.

No. 2, horse house, between Williams and English streets on Topeka avenue.

No. 3, horse house, corner of Thirtieth street and Fourth avenue.

No. 4, horse house, Seneca, near Chicago avenue, West Side.

No. 5, horse house, twenty men, between First and Second streets on Market.

The appliances consist of, steamer, one, second class "Athena" steamer.

Champion engine, one, double tank.

Champion.

Hook and ladder, two, one first class with Ranger extension ladder, one hand hook.

Four horse carts with 4,500 feet of hose, a complete fire alarm telegraph with seven line alarm boxes. There are 100 by 100 feet of hose, and 100 by 100 feet of hose.

All buildings of brick and stone, two stories high, apparatus, new and complete, of latest approved pattern, everything in first-class working order.

The city has in operation now about eighty manufacturing of various kinds, representing about \$1,000,000 of capital. The official report of the state for 1889, gives total capital employed as \$1,388,535. Value produced, \$3,550,771. Cost of production, \$2,162,236. Net profit, \$1,388,535. Showing this to be the largest manufacturing city in the state. These interests guarantee that this will continue every day of the year, the great railway center of the state.

But while the manufacturing interests are well represented, yet there is an urgent demand for other industries of the same kind as well as many new ones not yet represented.

Among new industries that are needed and that properly belong to this location are: Canneries for fruits, vegetable and meats; starch; straw, board, paper box and mill; saw mill; lumber; and other industries.

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MONEY FOR PENSIONS.

THE APPROPRIATION BILL PASSED BY THE HOUSE.

A Lengthy Debate Entered Into Regarding the Proposed Service Pension Law.

Kindly Feelings for the Old Soldiers Suddenly Evoked by a Number of Democrats.

The Bill Against Trusts Discussed in the Senate Chamber—The Prevailing Agricultural Depression Considered in the March Report of the Department—Capital Items.

WASHINGTON, March 21.—Immediately after the seating of the session the House went into committee of the whole (Mr. Burrows of Michigan, in the chair) on the pension appropriation bill.

Mr. Cheide, of Indiana, spoke at length in favor of a service pension law. He explained the provisions of the bill, and the fact that it was a service pension for life to every veteran over 50 years of age who served six years and was honorably discharged. Under the bill the pension would be \$8 a month and all who received less than \$8 a month and all who received no pension will be beneficiaries under it.

At the conclusion of Mr. Cheide's speech Mr. Clements, of Georgia, said that after listening to the speeches of gentlemen on the other side he was inclined to believe that the bill was a good one, and he would support it.

Mr. Brewster, of Kentucky, suggested that the bill be passed for the appointment of thirty additional medical examiners who would have the effect of increasing the number of pensioners.

Mr. Clements suggested further in accordance with a direct vote by the commission of pensioners the bill be passed for the appointment of thirty additional medical examiners who would have the effect of increasing the number of pensioners.

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confederate army, when he remembered that the south had no navy, no treasury, no stores, and when he was told that it had had cause, the idea had occurred to him that had the south had a clean field, a fair shake and a good cause, it would have been a different story. He said that he was a Confederate soldier, and he was proud of it. He said that he was a Confederate soldier, and he was proud of it.

When the country came to counting hundreds of millions for the payment of pensions it was weighing the money not on the scale of the Confederacy, but on the scale of the Union. He said that he was a Confederate soldier, and he was proud of it. He said that he was a Confederate soldier, and he was proud of it.

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FREIGHT RATES.

THE ALLEGED DISCRIMINATION IN KANSAS INVESTIGATED.

Commissioners Morrison and Veazey Hear Shippers and Representatives of Railways.

The Division of the Rates Across the Missouri Explained by Freight Agent Atwood.

A Decline of at Least One-Third on all Freight in the Last Three Years—The Names of the Strip Invoiced Ordered to be Officially Reported—Items.

TOPEKA, Kan., March 21.—William R. Morrison and W. G. Veazey, of the interstate commerce commission, held a session today for the purpose of investigating the matter of freight rates as applied to long and short haul and the alleged discrimination in runs on live stock and beef products. The members of the Kansas and Nebraska state boards of railway commissioners and many officials of the various roads operating in Kansas were present.

The first session of the commission was held at 10:30 in the office of the board of railway commissioners. There was a large attendance of railroad men, shippers and representatives of the commission. The matter of freight rates was discussed in detail, and the alleged discrimination in runs on live stock and beef products was the subject of much discussion.

Mr. Morrison, general freight agent of the Rock Island west of the Missouri river, was the first witness. He was examined in detail regarding the rates on the Missouri river, and testified in substance that the maximum rate on shipments from Kansas points to the Missouri river was 40 cents, and the minimum rate 30 cents. He testified that the freight rate on shipments from Kansas points to the Missouri river was 40 cents, and the minimum rate 30 cents.

Mr. Veazey, general freight agent of the Missouri Pacific, was the next witness. He testified that the freight rate on shipments from Kansas points to the Missouri river was 40 cents, and the minimum rate 30 cents. He testified that the freight rate on shipments from Kansas points to the Missouri river was 40 cents, and the minimum rate 30 cents.

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